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UNDER THE HOT SANDS, by Frank S. Finnegan, a fiction story of when Arizona went dry, illustrated in color.
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APHRODITE, the gorgeous spectacle to be seen in St. Louis soon, is a mirror of barbarity.
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the largest one includes eight states. The district engineers are assisted by a number of engineers who have supervision over sections of the district work. Where the work is sufficiently heavy to warrant it, one or more resident engineers have been placed in the state. In other districts, men are assigned by the district engineer to cover special states, but do not have headquarters in those states. These men are authorized to approve slight changes in plans which become necessary as the work progresses, such as changes in the size of waterways, location of culverts, slight changes in grade and alignment, and even more important changes, providing they do not involve the government in additional expense. By thus making it possible to effect minor engineering adjustments on the ground, a great deal of time is saved, which would be lost if it were necessary to refer such matters to Washington.

The Federal-aid act requires that projects for Federal aid be initiated by the states. As the first step, a statement is forwarded to the district engineer in authority, announcing, in effect, that the state proposes to build a piece of road of a certain type and length in a certain location. This statement is known as the project statement, and it is always accompanied by an approximate estimate of the cost of the proposed construction. The project statement is examined by the district engineer with the purpose of determining whether the project complies with the Federal-aid act. If, in his opinion it does, he forwards the statement to the Washington office with his recommendation. It is there examined by the chief engineer and his assistants, and if the chief engineer concurs in the recommendation of the district engineer, the project is placed before the Secretary of Agriculture by the chief of the bureau, with the recommendation of the bureau, for his approval.

Secretary Must Approve

Until the secretary has signified that the United States will co-operate no further action is taken by the state. If the secretary approves, the state is so notified, and it then proceeds to prepare detailed plans, specifications and estimates for the work. According to recent reports over half of the projects handled are passed by the district offices in an average of five days. Greater delay at this stage is generally due to the necessity for careful investigation to determine whether the road proposed is of sufficient importance to warrant the expenditure of Federal money upon it. When these doubtful points are cleared up the prompt passage of the project to approval by the secretary is practically assured, as is shown by the fact that 90 per cent of all projects received at Washington are passed by the bureau in an average of four days.

After the plans and specifications have been prepared by the states they are submitted to the district engineers, together with a revised estimate of cost based on the carefully computed quantities of work to be done. A representative of the district engineer, either the Federal engineer resident in the state or one especially assigned makes an inspection of the site of the proposed work, and on this inspection the district engineer bases his recommendation for approval or disapproval of the plans. Very frequently the Federal engineer does not wait until the plans are completed, but goes over the road to be built with the state engineer, pencil profile in hand, and he is often able in this way to suggest changes in the plans as contemplated which facilitate their approval when they are completed.

As soon as the plans, specifications, and estimates are recommended for approval by the district engineer the state may advertise for bids and let the contract. There may be minor adjustments and changes to be made in the plans before they are finally approved by the secretary, but generally speaking the states do not wait for all

these matters to be cleared up before they initiate work on the project. The records of the bureau of public roads show that the plans, specifications, and estimates for over half of the projects are passed through the district offices in an average of five and one-half days and about 90 per cent receive the approval of the chief engineer in three and one-half days. Delays at this stage of the project are generally due to differences of judgment which are serious enough to be given special consideration.

Many Projects Approved

After the plans, specifications, and estimates have been approved, the co-operation of the government is practically assured. The signing of the formal project agreement follows in due course, but it is not necessary that the work be delayed pending this formality. The authority granted by the secretary to proceed with construction before the formal completion of the agreement has practically removed all cause for criticism of the government on the ground of delay.

To cover the cost of administrative work of the government, an amount not to exceed 3 per cent of the total appropriation for Federal aid is reserved. As the total cost of Federal-aid apportionment to them, the administrative allowance is really less than 1 1-2 per cent of the total cost of the roads constructed.

Up to June 30, 1920, 2,985 projects involving a total of 29,319.3 miles of road had been approved by the Secretary of Agriculture. The preliminary estimate of the cost of these projects is \$384,916,819.53, of which \$163,841,503.93 will be approved as Federal-aid. On the same date, 2,116 projects, representing approximately 15,944 miles, had either been completed or were under construction. The estimated total cost of these projects in various stages of construction and completion is \$200,000,000.

DAME FASHION IS IN MILADY'S BOUDOIR



For many years dame fashion has been content to play her tricks of the ever changing of milady's daily apparel. Now she attacks her bedroom and by style across that order to be up to the minute she must wear the Pa-jama creation which is shown above or something very similar to it. The pajama is one single garment with a wide belt which is quite loose. The trouser legs are tightened at the ankle with an elastic, leaving about three inches of the cuff as a ruffle.

A FOOL AT 40

It is an old proverb that every man is either a fool or a physician at 40. Well, I fooled along for 40 years in the practice of pharmacy and the study of medicine and therapeutics before I discovered the wonderful prescription for Number 40 For The Blood. There is more of this wonderful prescription sold and used by the people of our home city than all other blood medicines combined. It is indicated in all depraved conditions of the system; in blood troubles, in sores, ulcers, eczema and skin diseases; in chronic rheumatism, catarrh, constipation, stomach, kidney and liver troubles. J. C. Mendenhall, Evansville, Ind., 40 years a druggist. "I suffered from 12 to 18 months with a nervous breakdown, said by physicians to be sciatic neuralgia, causing general toxic poisoning. Seeing your advertisement in the San Antonio Express, I called on Dr. A. M. Fisher, Druggist. He recommended Number 40 which I have been using for three months and I have received great benefit from it. Sleep well, good appetite, have gained several pounds, get up feeling fresh every morning. Have no pains. My nervous system has become nearly normal." Respectfully, J. L. Dupree, 1715 Common St., Houston, Texas.

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WHAT THE DEMOCRATS HAVE DONE FOR ROADS

In spite of the delays incident to the prosecution of the greatest war; in the face of strikes which have crippled the transportation system of the country and reduced the output of necessary materials of construction to a degree unprecedented in the history of the nation, the program of co-operative highway construction, laid down in 1916, has been adhered to and the results which have been obtained thus far stamp the plan as an unqualified success.

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Which said conveyance was made in trust to secure the payment of a certain promissory note in said deed of trust described; and whereas by the terms of said deed of trust and note, said note is past due and remains unpaid; therefore, in conformity with the provisions of said deed of trust, I, the undersigned Trustee, will, on

Saturday, November 13, 1920, between the hours of nine o'clock in the forenoon and five o'clock in the afternoon of said day at the South front door of the Court House, in the City of Farmington, St. Francois County, Missouri, sell at public auction to the highest bidder, for cash, the above described real estate to satisfy said note and the cost of executing this trust. R. L. ALLEN, Trustee. (Oct. 22, 29, Nov. 5, 12)

One of the earliest and most far-reaching results, directly attributable to the Federal-aid act, was the creation of adequate state highway departments in 17 states, which previously had either no state department at all or which had departments insufficiently equipped to perform necessary functions. In one year, after the passage of the act, more constructive state highway legislation was placed upon the statute books than had ever before been enacted in the history of the country in a similar period, and a condition was brought about which otherwise would not have been reached in five or ten years. This legislative activity was a direct consequence of the conditions imposed upon the states by the Federal-aid act.

The insistence of the government upon the construction of Federal-aid roads under the supervision of engineers of the state departments has resulted in the placing of more and more of the road work of the country under skilled supervision. In 1915, the year before the Federal-aid act was passed, only 30 per cent of the expenditure for roads and bridges built in the United States were expended under the supervision of state highway departments. This year the state departments will exercise control over fully 80 per cent of the large sums that will be spent for road construction.

In 1915 the total expenditure for roads and bridges by all the states and local governments was only \$267,000,000. This year it is estimated that the funds available for main road construction are approximately \$633,000,000. The willingness of the public to appropriate these greatly increased sums is largely traceable to the confidence which has been inspired by the creation and strengthening of the state highway departments, the immediate cause of which was the Federal-aid act.

How Money Is Spent

The manner in which the large sums of Federal money have been apportioned among the states is an accomplishment which has seldom been referred to, but it should be, nevertheless, a source of gratification to all the agencies which have co-operated in the work. In all, the sum of \$286,750,000 has been divided among 48 states to the entire satisfaction of all interests involved, and without the slightest suggestion of impropriety or the least suspicion of favoritism.

The actual road operations under the act thus far involve the approval of projects the aggregate length of which would span the distance between New York and San Francisco nine times, and the estimated cost of which is greater than that of the Panama Canal. Under construction at the present time there are 15,944 miles of road, equivalent in length to five roads from the Atlantic to the Pacific; and the equivalent of 5,500 miles of road has been completed.

Sixty per cent of the total allotment of the Federal funds which has been approved to date will be spent for roads of such durable types as bituminous concrete, Portland cement concrete and vitrified brick; and these roads when they are built will increase by 7,600 miles the total of 14,400 miles of roads of this class which existed in the whole United States the year before the enactment of the Federal-aid law.

In their contract with the government the states have given assurance that every mile of road constructed will be properly maintained; in fact, the requirements of the Federal-aid act have been directly responsible for the enactment of laws in a number of states providing specifically for the maintenance of all roads constructed, whether with or without Federal aid.

Forces Well Organized

Under the law the Secretary of Agriculture is charged with the administration of the provisions of the Federal-aid act. He in turn has delegated the duty of caring for the details of administration to the bureau of public roads. This bureau was at the time of the passage of the act, and is now, in closer touch with the highway situation and requirements of the country as a whole than any other agency in the United States. Under any other agency Federal operations would have been delayed to permit of the acquisition of necessary preliminary data, which the bureau of public roads had at hand, ready to utilize without delay.

The organization under the chief of the bureau of public roads, which cares for the details of the administration of Federal-aid funds, consists of a headquarters force headed by the chief engineer in the Washington office, and 13 district engineers in charge of the work in 13 groups of states. The districts vary in size. One embraces only one state, California; others include four or five states;

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TRUSTEE'S SALE

Whereas, Ernest Knopf and Etta E. Knopf, his wife, by their certain Deed of Trust, dated the 18th day of April, 1919, and recorded in the office of the Recorder of Deeds of St. Francois county, Missouri, in Book 108, at Page 205, conveyed to the undersigned Trustee the following described real estate, lying and being in the county of St. Francois and State of Missouri, to-wit:

All of that part of lot number twenty-seven (27) of the town (now city) of Farmington, beginning on the north line of said lot at a point forty (40) feet west of the northeast corner of said lot 27; running thence west along the south line of Columbia street to the northwest corner of said lot 27; thence south along the west line of said lot to the southwest corner of said lot on the north line of Harrison street; thence east along the north line of Harrison street to a point forty (40) feet west of the southeast corner of said lot 27; thence north and parallel with the east line of said lot 27 to the point of beginning on Columbia street and is the same lot of ground conveyed to the said Ernest Knopf, one of the parties of the first part hereto, by the William J. Lemp Brewing Company by a deed dated April 7th, 1919, and recorded April 17th, 1919, in the office of the Recorder of deeds for said St. Francois county.